

HIGHWAY PLANS

Plans must be made now to meet post-war problems of traffic congestion if we are to avoid an unprecedented slaughter on the roads and streets. Agreements reached between Park Commissioner Moses and State officials indicate that, on the engineering side of the problem, New York City is making progress in the matter of safety and convenience in its system of arterial highways. The city will share to the extent of \$60,000,000 in the \$800,000,000 post-war Federal-State program. The full construction cost of arterial highways in cities, as well as half the cost of acquisition of rights-of-way, will be paid by the State, with Federal aid, under the terms of a bill at Albany.

Under this legislation a long list of major parkways and throughways already existing will be extended and improved to serve the city. The plan will carry a long step forward a far-reaching network of routes for which New Yorkers already are grateful to Mr. Moses. Among many important improvements, one which will be particularly helpful will be a crosstown expressway in lower Manhattan from the Miller Highway and the Holland Tunnel to Williamsburg Bridge and the East River Drive.

All responsible bodies which have considered the problem of greater traffic safety have emphasized the necessity of a three-prong approach: engineering, enforcement and education. Experience has shown that the first of these three E's, engineering, can accomplish remarkable results in reducing the frequency and the severity of vehicular accidents. It cannot be doubted that the development of the arterial plan now indicated will contribute to this end. Equally far-seeing measures should be blueprinted now, however, while traffic is comparatively light, in order to enlist the powers of enforcement and especially of education in the effort to reduce our traffic toll and relieve the congestion which is inevitable.